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## South Central Los Angeles DISTRICT PLAN

A part of the General Plan of the City of Los Angeles





The South Central Los Angeles District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

## PREAMBLE

The policies in this Plan are intended to provide direction and a course of future action for the City and its Departments. Any actions called for in this Plan which require additional funding are subject to City Council authorization through the budgetary process.

The South Central Los Angeles District contains the communities of Adams, Exposition and South Vermont. The District has an area of 9,898 acres or 15.5 square miles. Comparative figures for population capacity are:

1970 Population	236,200
1976 Population (Estimated)	232,400
Existing Zoning Capacity	394,400
1995 Projected Population	231,500
Plan Population Capacity	236,700

## Inner-City Problems

South Los Angeles (the South Central and adjoining Southeast Districts) is a part of the Los Angeles "inner-city". Like central areas of most large cities, it is confronted with numerous physical, social and economic problems: the deterioration of housing, commercial development, and public facilities and utilities; a declining tax base and rising tax rates; unemployment and crime; abandonment of not only homes but even whole neighborhoods. Fear of financial and social instability in these communities has influenced business, industry, and residents who can afford to do so to leave. The result is social and economic segregation and private, public and institutional disinvestment. To compound the problem, public services seem to be less adequate than those provided elsewhere in the City.

These figures illustrate the economic segregation: In 1970, the median family income in South Los Angeles was \$6,500, approximately 38% below the City average of \$10,500. In comparison, that of suburban residents was \$13,000. This gap is increasing. Between 1960 and 1970, the median income in the suburbs increased by 38%; in South Los Angeles by only 24%.

The suburbs and fringe cities have been very successful in competing for and obtaining the major share of public utilities, facilities and services as well as the investment of both the public and private sector. They are able to attract that which maximizes their tax base and minimizes their expenses, leaving the inner-city with inadequate public and private attention.

## Impact of Government Policies

National policies have encouraged urban sprawl. Federal Housing Administration (FHA) and Veterans Administration (VA) mortgage insurance policies have encouraged millions of middle class Americans to move to the suburbs. These Federal mortgage insurances provide for no or low down payments and, in general, are limited to new construction which is increasingly not available in the older inner-city. Federal and State highway taxes have financed the construction of a network of highways and freeways, encouraging outlying development to the detriment of the inner-city. The need for maintenance and rehabilitation of the existing housing stock has been largely ignored.

The taxing policies of all levels of government encourage investment in new residential, commercial and industrial construction on open lands, but discourage the re-use and conservation of existing structures.

The City has developed programs to cope with the inner-city problems; however, these programs have not resulted in the changes needed to bring about a desirable environment.

## Need for Action

These problems were identified by the McCone Commission after the South Los Angeles riots in 1965, but the public and private attention and investment needed to bring about an improved physical, social and economic environment have still not been made. There is no indication that the downtrends are slowing; in fact, they are moving into other areas. It is beginning to be apparent that if deterioration is allowed to continue, the remainder of the City will be adversely affected. Blight will spread into adjacent communities, and the entire City will be more and more burdened with increased expenditures to control crime and fight fires, to resolve health problems, to provide remedial educational programs and to

provide sustenance to more and more persons through public welfare programs. **The vitality and health of South Los Angeles is essential to the future well-being of all of Los Angeles.**

The social consequences of physical and economic deterioration are even more significant. Social inequities threaten our way of life. The Kerner Commission, in 1968, concluded:

"Our nation is moving toward two societies, one black, one white—separate and unequal."

"To pursue our present course will involve the continuing polarization of the American community and, ultimately, the destruction of basic democratic values."

"The alternative is...the realization of common opportunities for all within a single society."

"This alternative will require a commitment to national action — compassionate, massive, and sustained, backed by the resources of the most powerful and the richest nation of this earth. From every American it will require new understanding, and, above all, new will."

## Role of Government

Steps must be taken to fully integrate our society, both socially and economically, by providing opportunities to those who have the fewest opportunities; this means housing, employment and educational opportunities everywhere and equal mobility for all. The inner-city must again become a place where people want to live and work and where business and industry want to locate. City government can and should play a vital role to reverse downtrends in South Los Angeles. This requires leadership and commitment on the part of the Mayor, City Council and each department and commission. For instance, short-term reallocations of services and expenditures with priorities based on need may be required for mutual long-term benefits.

However, the City of Los Angeles cannot alone solve all of the problems; other governmental agencies also have a vital role to play. A concurrent, coordinated effort and change of policies will be required by the County, State and Federal agencies that have the responsibilities for the health, safety and welfare of all citizens. The City will have to seek and advocate legislation to foster the deliberate redirection of public policies and programs. This could include tax incentives to encourage investment in the inner-city, perhaps a redefinition and application of eminent domain for private as well as public purposes, or other programs aimed at improving and upgrading the area.

## Role of Private Sector

Government action alone cannot meet the goal of making the inner-city once again a desirable place to live and work. Four out of five jobs in the United States are provided by private enterprise. Therefore, the private sector must participate through massive new investments in South Los Angeles if the social and economic trends of this area are to be reversed. Commitment and redirection of public services and capital expenditures are necessary to give private enterprise the confidence that it can profitably invest its resources in this area. Then public action can be coupled with the interest, action and investment of the private sector. **Both** are vital for the economic, social and physical resurgence of South Los Angeles and other inner-city areas. The City must develop methods to retain and attract private investment, especially in the inner-city.

## Summary

In summary: **The vitality and health of the various portions of the City are interdependent; the well-being of South Los Angeles is essential to that of all of Los Angeles. Equality of opportunity requires that the living and working areas of all parts of the City be available to all citizens; to bring South Los Angeles to the level of other areas requires a redirection of public expenditures and action. Massive private investment is also required; a public commitment must be made to these goals and actions before private enterprise will gain the confidence needed to invest its resources.**

## PURPOSES

### OBJECTIVE OF THE PLAN

The General Plan is a long-range, multi-issue development guide which proposes desirable patterns of physical change consistent with anticipated population growth, based largely on the regulation of land uses. The Concept and City-wide Plan portions of the General Plan set forth general policies, including the broad patterns of the Land Use, Circulation, and Service Systems Elements of the General Plan, on a long range and intermediate range basis, respectively. In declining areas of the City, the traditional planning approach oriented to land use and zoning will not be adequate and will not in itself result in needed physical, social and economic change.

The problems of South Los Angeles have had less to do with land use and zoning than with the increasing gap between rich and poor. The Plan must be primarily directed toward the root problems of (1) poverty and unemployment, (2) serious deficiencies in educational achievement and (3) the lack of adequate community safety. It



must be concerned with improving the quality of life for over 200,000 persons.

The South Central Los Angeles District Plan is intended to be sensitive to the economic and social needs of the residents. However, the Plan is not a social or economic plan, but one that takes into account the impact of social and economic considerations and forces. It recognizes the low level of public and private investment along with the declining economic conditions and shifting migration patterns. The Plan calls for a reversal of trends through a commitment on the part of the City to promote the health, safety and general welfare options of persons who live and work in the District and, in doing so, encourage the conservation, stability and improvement needed to achieve a better quality of life in the South Central Los Angeles District.

It is the objective of the South Central Los Angeles District Plan to commit the City to the redirection of its energies toward the improvement and upgrading of declining areas of Los Angeles in general and the South Central Los Angeles District in particular, and to the distribution of City resources based on priority of specific community needs.

### USE OF THE PLAN

The purpose of the South Central Los Angeles District Plan is to provide a guide to the future of the District for the use of the City Council, the Mayor and the City Planning Commission; other concerned governmental agencies; residents, property owners and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City matters as required by law.

The Plan is intended to outline an arrangement of land use, circulation and service systems which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live in the District, within the larger framework of the City; guide the future of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth with stability; reflect economic potential and limitations, land development and other trends; provide for the facilities and amenities and promote a socio-economic climate which will result in stable and desirable neighborhoods for the residents of the District; and protect investment to the extent reasonable and feasible.

This Plan is **not** an official **zone map** and does not imply any right to a particular zone for any specific property. Changes of zone are considered under a procedure established under the Los Angeles Municipal Code subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan. The Plan is subject to periodic review and amendment.

The Plan, alone, does not guarantee its accomplishment. It is clear that a wholehearted commitment and coordinated effort, combining public and private resources and actions are necessary if the objective of improvement and upgrading is to be realized. Anything less will hasten the spread of deterioration to all of Los Angeles and make the preparation of the South Central Plan a mere exercise.

## POLICIES

The policies in this Plan are intended to provide direction and a course of future action for the City and its Departments. Any actions called for in this Plan which require additional funding are subject to City Council authorization through the budgetary process.

### I. LAND USE

The South Central Los Angeles District has many amenities including a pleasant climate, convenient location and substantial investments, both public and private, and is a valuable resource to be conserved and improved. Investment in the inner-city is needed and may be encouraged through a variety of incentives, including less restrictive and more flexible land use regulations. A key feature of this Plan is the delineation of opportunity areas within the South Central District where such methods might be utilized. Therefore,

It is the City's Policy:

- To promote a land use pattern which preserves areas that are viable and provides for improvements in areas that are not.
- To establish "opportunity areas" in the South Central District to specifically encourage private investment in housing, commerce and industry.
- To rezone lands to appropriate uses.
- To encourage and assist citizen involvement and participation in improving and upgrading housing, commerce and industry.
- To eliminate incompatible land uses where feasible.
- To encourage the pooling of resources by means of local economic development corporations or similar entities.

### HOUSING

The majority of dwelling units in the South Central District were built before 1938. Most units are structurally sound and should be viewed as a resource and conserved. Some units require maintenance, some require rehabilitation, and a few are structurally unsafe and should be demolished. Property owners hesitate to rehabilitate these units for a number of reasons: insufficient funds, fear of recurring vandalism, inexperience in construction trades, misinformation or lack of

information regarding current Code requirements, and concern that increased value will lead to higher property taxes which further affect ability to afford decent housing.

Also, an unusually high number of dwelling units in South Central are unoccupied and should be rehabilitated and reinhabited. New and move-on housing should be located on vacant land which is scattered throughout the District and on parcels cleared from the demolitions. Therefore,

It is the City's Policy:

- To encourage the maintenance and improvement of existing structurally sound housing.
- To cite and, if necessary, condemn and demolish residential structures that have deteriorated to a condition of disrepair and are structurally unsafe; and provide relocation assistance to the occupants where applicable.
- To encourage the County Tax Assessor's office to study special tax exemptions or delays in revaluation of newly rehabilitated homes.
- To hasten the re-use of long-term vacant housing.
- To encourage utilization of vacant lots for construction of new housing units or move-on housing.
- To encourage conservation and rehabilitation and provide informational literature which clearly describes current Code requirements and a number of preventive measures to minimize vandalism to vacant structures.

With a few exceptions, the South Central District does not contain identifiable neighborhoods. The improvement and stability of the District will be enhanced by encouraging home ownership and by developing a sense of neighborhood identity. Therefore,

It is the City's Policy:

- To preserve stable neighborhoods and upgrade those in the process of deterioration.
- To define a minimum citywide level of neighborhood services, facilities and amenities with capital improvement priorities based upon needs.
- To encourage home ownership by district residents to reduce the level of absentee ownership and, indirectly, the problem of proper maintenance.
- To promote the use of a buffer, through landscaping, parking or other means, between residential areas and adjacent incompatible uses.

The residents in South Central Los Angeles are economically limited in terms of housing choice. Everyone should be given the opportunity to choose where they would like to live and should not be economically confined to a specific geographic area. Therefore,

It is the City's Policy:

- To actively pursue all programs that would provide a range of housing alternatives and opportunities citywide.
  - That housing for families with low-incomes should not be geographically concentrated.
  - To seek continuous funding for applying the 15% low and moderate-income housing ordinance.
- COMMERCE
- The public sector can provide incentives to assist and attract private investment into South Central Los Angeles. However, the private sector must make massive investments if the trend towards declining commercial business is to be reversed. Therefore,
- It is the City's Policy:
- To attract, assist and encourage private investment and development that adequately meets the changing commercial needs of the District residents.
  - To maximize the use of public resources to improve selected commercial areas in the South Central District.

The District has approximately 1,550 acres of commercially zoned land which is about three times more than necessary, and which is largely developed in a "strip" pattern along Major and Secondary Highways. Present economic conditions and the overabundance of commercially zoned land and its strip pattern have caused blight and resulted in marginal uses. Many uses are incompatible with commercial development and some have been converted to unauthorized uses. Code enforcement in these instances is sporadic. Therefore,

It is the City's Policy:

- To rezone C2 zoned properties not being used for commercial purposes for a more appropriate use.
- To cite and, if necessary, condemn and demolish commercial structures that have deteriorated to a condition of disrepair and are structurally unsafe; and consider rezoning for more appropriate use, with the provision of relocation assistance to the occupants, where applicable.
- To systematically enforce the Municipal Code with regard to undesirable uses in commercial zones.

Although there is a great amount of commercial zoning in the District, the mixture of uses permitted by the zoning and the existing commercial pattern dilutes the effectiveness of commercial services, is inconvenient to the shopper, and reduces the overall economic viability of the area. Therefore,

It is the City's Policy:

- To promote the development of a variety of commercial activity centers throughout the South Central District to serve regional, dis-

trict, community and neighborhood commercial needs.

- To maintain and improve existing commercial uses which are now, or have the potential of, functioning adequately.

- To encourage the improvement of the appearance, attractiveness and image of commercial areas.

### INDUSTRY

Industry is vitally important to economic improvement, especially expanded employment opportunities, in South Central Los Angeles, yet there is relatively little industrially zoned land and few industrial uses. From 1971 to 1976, 35 firms providing 1,219 jobs left the District, only 2 firms providing 195 jobs moved in, resulting in a net loss of 33 firms and 1,024 jobs. It is incumbent upon the City to recognize the importance of attracting and keeping industrial development wherever possible. Therefore,

It is the City's Policy:

- To protect and improve the existing industrially zoned areas for industrial purposes.
- To attract, assist and encourage private industrial investment and development.

Industry is not attracted to old and deteriorating structures and areas which are unsafe, visually unattractive and lack appropriate amenities. Therefore,

It is the City's Policy:

- To encourage the improvement of the appearance, attractiveness and image of industrial areas.
- To cite and, if necessary, condemn and demolish industrial structures that have deteriorated to a condition of disrepair and are structurally unsafe, with the provision of relocation assistance to the occupants, where applicable.

## II. SERVICE SYSTEMS

Many of the present needs in the South Central District are directly related to the unequal distribution and inadequate improvement of some public services and facilities. Therefore,

It is the City's Policy:

- To provide and promote public services and facilities adequate to meet the needs of District residents.

### EMPLOYMENT

The most crucial issue confronting the South Central District is unemployment and low income of its residents. This contributes to the severity of other problems in the District. There is a lack of appropriate job skills among the residents in addition to a loss of job opportunities. The development of new programs and the full implementation of existing programs designed to overcome these problems are severely needed to improve the economic conditions of the residents. Therefore,

It is the City's Policy:

- To encourage new jobs and retain existing jobs in and near the South Central District.
- To actively seek programs in private industry and government for the improvement and development of job skills for residents of the South Central District.
- To take full advantage of State and Federal programs designed to reduce unemployment (or increase employment) and raise income levels, including the development of publicly supported day-care centers allowing working mothers maximum employment opportunities.

- To assist in the matching of jobs, skills and people in the region.
- To encourage the employment of local vendors, contractors and residents in public and private projects.

### EDUCATION

The low level of educational achievement in the South Central District is another crucial issue and a contributing factor to the problems of the District. The students attending public schools serving this area have consistently scored below the Citywide averages on achievement tests and have exhibited high transiency and attrition rates. Programs which seek to motivate the student through family or home understanding of the values of education should be supported and expanded. In addition, most of the school facilities are outmoded and site sizes are substandard. The expansion of school sites usually requires the acquisition of property, often resulting in the displacement of residents. The City recognizes that it has very limited influence over the School District as an autonomous agency; however, the City does have direct involvement in the physical environment surrounding the school and its neighborhood. The need to upgrade the educational environment within the South Central area is of extreme importance. The Los Angeles Unified School District is presently under a court order to integrate the schools of the District. The City can assist by promoting the integration of neighborhoods throughout the City. Therefore,

It is the City's policy:

- To strongly urge, support and assist the school district in its efforts to improve and equalize the facilities and level of achievement throughout the school district.
- To provide supporting services which would: (1) coordinate the efforts of public agencies and citizens groups for the improvement to school facilities; and (2) encourage use of schools for neighborhood activities, including recreation.

- To encourage the integration of neighborhoods, leading to the integration of schools.

### SAFETY

South Los Angeles has a regional image as an unsafe area which is substantiated by the fact that some residents fear for their personal safety, and by statistics on crime, incidence of fire and number of unsafe dwelling units. The social and economic environment in the South Central District has resulted in an atmosphere which contributes to the adverse conditions as they relate to community safety. The City has the responsibility of providing community safety through the activities of the Police, Fire and Building and Safety Departments. However, the effectiveness of these Departments depends upon the cooperation, participation and input of the District's residents. Any improvement or betterment of the South Central District must be coupled with provisions of adequate and effective levels of community and personal safety, along with changing the unsafe image of the South Central District. Therefore,

It is the City's policy:

- To provide an adequate and effective level of community safety.
- To encourage and assist citizen involvement and participation in establishing and promoting personal, neighborhood and community safety.

### RECREATION

The social and economic conditions of the South Central District have greatly increased the need for improved recreational facilities which presently are outmoded, inadequate and do not meet the special needs of residents. The City of Los Angeles has the direct responsibility of providing public recreation opportunities for this area. However, there is a severe shortage of park land and other recreational facilities in the South Central District. It is essential to upgrade the public recreational environment and to encourage the development of private recreation facilities. However, residents should realize that additional park land often means public acquisition of properties. Further, public recreation improvements should be given priority on the basis of need throughout the City. Therefore,

It is the City's Policy:

- To encourage, stimulate and, if necessary, create private recreational opportunities in the South Central District.
- To make full use of park land through the provision of improvements and facilities.
- To promote the development of neighborhood parks.
- To recognize the special recreational needs of the South Central District in establishing priorities and planning park improvements and recreational facilities.
- To support the use of school facilities for recreational activities for the general public after hours and on weekends.

### HEALTH

The quality of life in the South Central District is greatly affected by problems related to health. There is a 26% shortage of doctors serving the District. The venereal disease and infant death rates are three times the County average. The common house rat constitutes a major problem - the number of rat complaints is 13.3% of the total received by the County Department of Health Services. The lead contained in paint applied to structures built prior to 1939 has proven a health hazard to young children who sometimes ingest this paint. Therefore,

It is the City's Policy:

- To encourage the County Health Department to increase the number of health facilities and doctors serving this District.
- To encourage residents to eliminate living conditions which foster rat population increases and to urge the County to reinstitute the rat-catching program.
- To encourage property owners to remove and/or paint over surfaces covered with lead based paint.

### OTHER SOCIAL SERVICES

Many agencies are responsible for providing a full range of social services to the residents of the South Central District. To provide adequate services these agencies must recognize the special needs of the residents as they relate to Health, Welfare, Legal Aid, Animal Control, Senior Citizens and the like. The City is concerned that residents are receiving adequate services for taxes paid and that they know how to use the available services. Therefore,

It is the City's Policy:

- To seek to ensure that the special social service needs of the residents of the South Central District are met by the various agencies responsible.

### MUNICIPAL FACILITIES AND UTILITIES

The basic facility and utility systems, including water, power, gas, wastewater, storm drains, solid waste disposal, libraries, parks, police and fire stations, and other public buildings, have been in place for many years in the South Central District. Standards, in general, have not been sufficiently flexible to meet the differing needs of various parts of the City. Therefore,

It is the City's Policy:

- To maintain, improve and provide municipal facilities and utilities at a level which meets standards based upon the varying needs of people throughout the City and allocated according to those needs.

The City could be influential in attracting private investment through the location and improve-

ment of municipal facilities and utilities. In some cases, shared facilities can be more economical. Therefore,

It is the City's Policy:

- To utilize the improvement of municipal facilities and utilities to attract private investment and coordinate and maximize the joint use of facilities in the South Central District.

## III. CIRCULATION

### STREETS, HIGHWAYS AND FREEWAYS

The street and highway system in a community forms the physical framework for access and circulation. The Major and Secondary Highway system in the South Central District has been developed in a grid pattern; however, many of these streets are substandard. Traffic flow on the Major and Secondary Highways is impeded by the large number of Local Street intersections. The design of Local Streets encourages through traffic which is noisy and contributes to the deterioration of neighborhoods. Many streets have an unsightly appearance, presenting a negative image because of utility poles and wires, signs, uncleanness, etc. The City has the power and authority to deal with public streets; the control of these problems, plus the use of street furniture, lighting, coordinated design, etc., can help to upgrade the traffic circulation and physical environment of the South Central District. Therefore,

It is the City's Policy:

- To maintain and improve the existing streets and highways.
- To reduce and discourage through traffic in low density residential neighborhoods.
- To improve the appearance of the streets throughout the District.

Freeways in and around Central Los Angeles carry a large volume of traffic, most of which is generated outside the District, but has a significant adverse impact on the inner-city environment, particularly the South Central District. Areas adjacent to freeways are subjected to high levels of noise and air pollution. Therefore,

It is the City's policy:

- To ensure that any adverse impacts of the existing or proposed freeway system are minimized or mitigated.
- Most of the South Central District was subdivided and developed at a time when the provision of alleys was common. As the use of alleys has declined, many have become a source of annoyance to residents. Some of the alleys which provide access to properties are unpaved and/or substandard. Therefore,

It is the City's Policy:

- To vacate unneeded alleys and to maintain and improve alleys needed for access and circulation.

Bicycling is a recognized form of recreation and has the potential of becoming an alternative means of transportation. Therefore,

It is the City's Policy:

- To provide for and develop a system of bike routes for recreation and as a transportation alternative.

### PARKING

Existing off-street parking is often inadequate for the needs of commerce and industry, resulting in streets being used as accessory parking. Through better design, parking facilities in areas of high use could be made more functional and efficient, as well as improved in appearance and convenience. Therefore,

It is the City's Policy:

- To plan for and control the provision of parking facilities in areas of need, high activity and intensity.

### PUBLIC TRANSPORTATION

The South Central District residents are characterized by a low percentage of automobile ownership, low median family income and a high dependency on public transit. The existing transportation system limits South Central residents in their search for jobs, and access to shopping, recreation, health services and other opportunities. Therefore,

It is the City's Policy:

- To recognize the special needs and conditions of the South Central District, and to encourage and assist the Southern California Rapid Transit District and other responsible agencies in maintaining, improving and developing a public transportation system that will serve the transportation needs of the residents.

Corridors of high transportation activity in the South Central District provide an opportunity for upgrading and improving land uses at certain locations. Therefore,

It is the City's Policy:

- To promote the revitalization of land uses in conjunction with transportation improvements.

### RAILROADS

Railroads provide service to District industries as well as those of other communities; however, rail lines at grade level produce noise, interfere with circulation and are unsafe. The railroad rights-of-way are not landscaped and have a blighting effect. Therefore,

It is the City's Policy:

- To seek to minimize any adverse impacts of the railroads on the South Central District.

## IV. PHYSICAL ENVIRONMENT

Physical environmental conditions have a bearing on the quality of life in the South Central District. A segment of the Newport-Inglewood Fault System impacts the District on the southwest, and the District shares with other parts of the central area of Los Angeles a poor air quality, with particulate matter (e.g. dust) and carbon monoxide exceeding State standards frequently. The District has several sites designated as historically significant by the City's Cultural Heritage Board; these should be protected and preserved. Therefore,

It is the City's Policy:

- To generally require geologic reports prior to granting building permits and to restrict building in areas that geologic reports show are prone to fault rupture.

- To encourage compliance with State and Federal air quality laws.

- To encourage preservation and restoration of objects, areas and structures of historic value.

## PROGRAMS

The South Central District Plan has an emphasis on policies which represent a new attitude on the part of the City and a commitment to a redirection of resources aimed at reversing the negative trends in South Los Angeles.

There are a multitude of programs or follow-through actions that can be derived from, or implied by, the policies in the Plan. Such programs originate from and are funded by a variety of sources - federal, local, public, private - and are carried out by a variety of agencies.

The Plan does not attempt to list programs, as any list would be incomplete and would imply a limitation on the policies. The policy statements establish the basis for determining new programs and for evaluating both existing and new programs. The policies are not only statements of City intent and attitude, but also serve as benchmarks against which programs can be measured.

Numerous programs are considered in two accompanying reports, the Environmental Impact Report (mitigation measures) and the Implementation Report. Programs in these documents relate, to the extent possible, to both City and non-City agencies. A separate report, an Annual Planning Program, will be the chief vehicle for delineating the work effort of the City Planning Department. These endeavors will include:

- Prepare Specific Plans for selected portions of the District where special regulations and controls are needed. Specific Plans are contemplated for the following, when authorized by the City Council:
  - Manchester/Vermont, within the area generally bounded by 78th St., Normandie Ave., 94th St. and the Harbor Freeway.
  - Vermont/Slauson, within the area generally bounded by 54th St., Normandie Ave., Gage Ave. and the Harbor Freeway.
  - Exposition Park/U.S.C., within the area generally bounded by Adams Blvd., Normandie Ave., Santa Barbara Ave. and the Harbor Freeway.
  - "Opportunity Areas" as delineated on the Plan map.

These Specific Plan studies must be carefully coordinated.

Each Specific Plan should consider the unique characteristics of the area under study, including the specific cultural needs of the population, as well as the economic potential.

Qualitative and quantitative standards should be established to regulate floor area ratios, the use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. Each Specific Plan should be prepared with a maximum of citizen involvement.

In addition to those listed, other Specific Plans may be determined necessary through the Annual Planning Program.

- Initiate zoning redesignations to conform with the land use proposals of this Plan.
- Study the feasibility of:
  - Reorienting appropriate strip commercial areas away from the street and toward adjacent residential neighborhoods.
  - Closing or redesigning certain local streets and vacating unneeded alleys, including a phased program for implementation.
- Develop a strategy for:
  - The expansion of school sites or otherwise increasing the size of school facilities, jointly with the School District.
  - Stabilizing, preserving and improving selected residential neighborhoods, and commercial and industrial areas. The strategy may call for the preparation of Specific Plans for neighborhoods and areas as selected through the Annual Planning Program.

All of these program areas impinge in one way or another on the operations of other agencies, thus necessitating a cooperative staff effort.



## LAND USE

### HOUSING<sup>1</sup>

Low	3+ to 7
Low-Medium I	7+ to 12
Low-Medium II	12+ to 24
Medium	24+ to 40

### COMMERCE<sup>6</sup>

Highway Oriented/Limited <sup>4</sup>	CR, C1, C1.5, C2, P
Neighborhood <sup>5</sup>	C1, C2, P
Community <sup>1</sup>	C2, P, PB
Regional Center	C2, P, PB

### INDUSTRY<sup>6</sup>

Commercial Manufacturing	CM, P
Limited	M1, MR1, P
Light	M2, MR2, P

### OPEN SPACE

Publicly Owned	
Privately Owned <sup>7</sup>	

### OTHER PUBLIC & QUASI-PUBLIC

Quasi-Public <sup>8</sup>	
Public	

### OPPORTUNITY AREA

Boundary

SINGLE FAMILY HOUSING	Total Acres 4,388.7	% of Total Area 16.54	Dwelling Unit Capacity 79,800
MULTIPLE FAMILY HOUSING	Total Acres 2,903.6	% of Total Area 11.64	Dwelling Unit Capacity 155,900
TOTAL HOUSING	Total Acres 7,292.3	% of Total Area 28.18	Dwelling Unit Capacity 235,700
COMMERCE	Total Acres 1,150.0	% of Total Area 4.58	Dwelling Unit Capacity 236,700
INDUSTRY	Total Acres 361.7	% of Total Area 1.42	Dwelling Unit Capacity 236,700
OPEN SPACE	Total Acres 546.0	% of Total Area 2.15	Dwelling Unit Capacity 236,700
OTHER PUBLIC & QUASI-PUBLIC	Total Acres 551.4	% of Total Area 2.17	Dwelling Unit Capacity 236,700

## SERVICE SYSTEMS<sup>3</sup>

### SCHOOLS

Elementary	
Junior High	
Senior High	
Private	
Special School Facility	

### RECREATIONAL SITES

Neighborhood	
Community	
Regional	
Golf Course - Public	

### POWER SYSTEM

Receiving	
Distributing	

### OTHER FACILITIES

Fire Station	
Police Station	
Maintenance Yard	
Health Center	
Cultural & Historical Site	
Pumping Plant	
Special Facility	

### LIBRARIES

Community	
Regional	

## CIRCULATION

### FREEWAY<sup>9</sup>

Existing	
Route Adopted	

### HIGHWAY

Divided Major Highway	
Major Highway	
Secondary Highway	

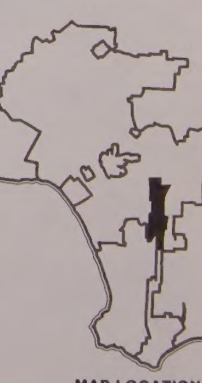
### STREET

Collector Street	
Local Street <sup>9</sup>	

### OTHER

Railroad	
Bikeway	
Scenic Highway	

- NOTES:
- Height District No. 1.
  - Gross acreage includes streets.
  - Open symbol denotes the general location of a proposed facility. It does not designate any specific private property for acquisition. Such facility may be appropriately located within an area defined by the local and regional standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
  - Height District No. 1 L.
  - Height District No. 1 L.
  - These designations include associated parking.
  - Minimum density residential uses may be permitted on privately owned open space.
  - Quasi-public land designations on this map indicate existing uses which are anticipated to remain. The plan does not propose public acquisition of the designated lands.
  - Local streets, freeways and freeway interchanges are shown for reference only.
  - The Southern California Rapid Transit District (SCRTD) Board of Directors has adopted a transit plan which proposes general corridor locations. Precise route alignments and station locations will be adopted by the SCRTD only after detailed corridor studies and full public hearings.



## PLAN MAP South Central Los Angeles District

The South Central Los Angeles District Plan consists of this map and the accompanying text.

scale in feet  
0 1000 2000 3000 4000



Tom Bradley, mayor

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Raymond I. Norman, Secretary, City Planning Commission,  
485-5071 refer to C.P.C. 23679  
Council File No. 78-336 and S-1

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